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1919
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HONGKONG DAILY PRESS LTD.
HONGKONG

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TIME TABLE

WEEK DAYS.	WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.	7.00 a.m. to 8.00 a.m. Every 15 minutes.
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12.00 noon to 1.00 p.m. " " " "	12.00 noon to 1.00 p.m. " " " "
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NIGHT CLAS.

5.30 p.m. to 8.00 p.m. Every 30 minutes.	5.30 p.m. to 8.00 p.m. Every 30 minutes.
8.30 p.m. to 11.30 p.m. Every 30 minutes.	8.30 p.m. to 11.30 p.m. Every 30 minutes.

SATURDAY.

Extra Car-12.00 Midnight.

SUNDAY.

7.30 a.m. to 10.30 a.m. Every 15 minutes.	7.30 a.m. to 10.30 a.m. Every 15 minutes.
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NIGHT CLAS.

As on Week Days.

SPECIAL CLAS by arrangement at the
Company's Office, Alexandra Buildings, Des
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cars not already full, running at the time
of special cars, can be obtained on applica-
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has been made in full. Tickets of by Cheque
or Post Office Order representing Bank
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TIME TABLE.

On and after THURSDAY, NOVEMBER 7th, 1918, until further Notice.

DOWN TRAINS.

Stations	No. 1 Through Express A.M.	No. 2 Local A.M.	No. 3 Through Express A.M.	No. 11 Local P.M.	No. 12 Through Express P.M.	No. 13 Local P.M.	No. 14 Local P.M.	No. 15 Local P.M.	No. 16 Local P.M.	No. 17 Local P.M.
CANTON (The New Quay)	7.30	7.45	7.55	8.30	8.45	8.55	9.10	9.25	9.40	9.55
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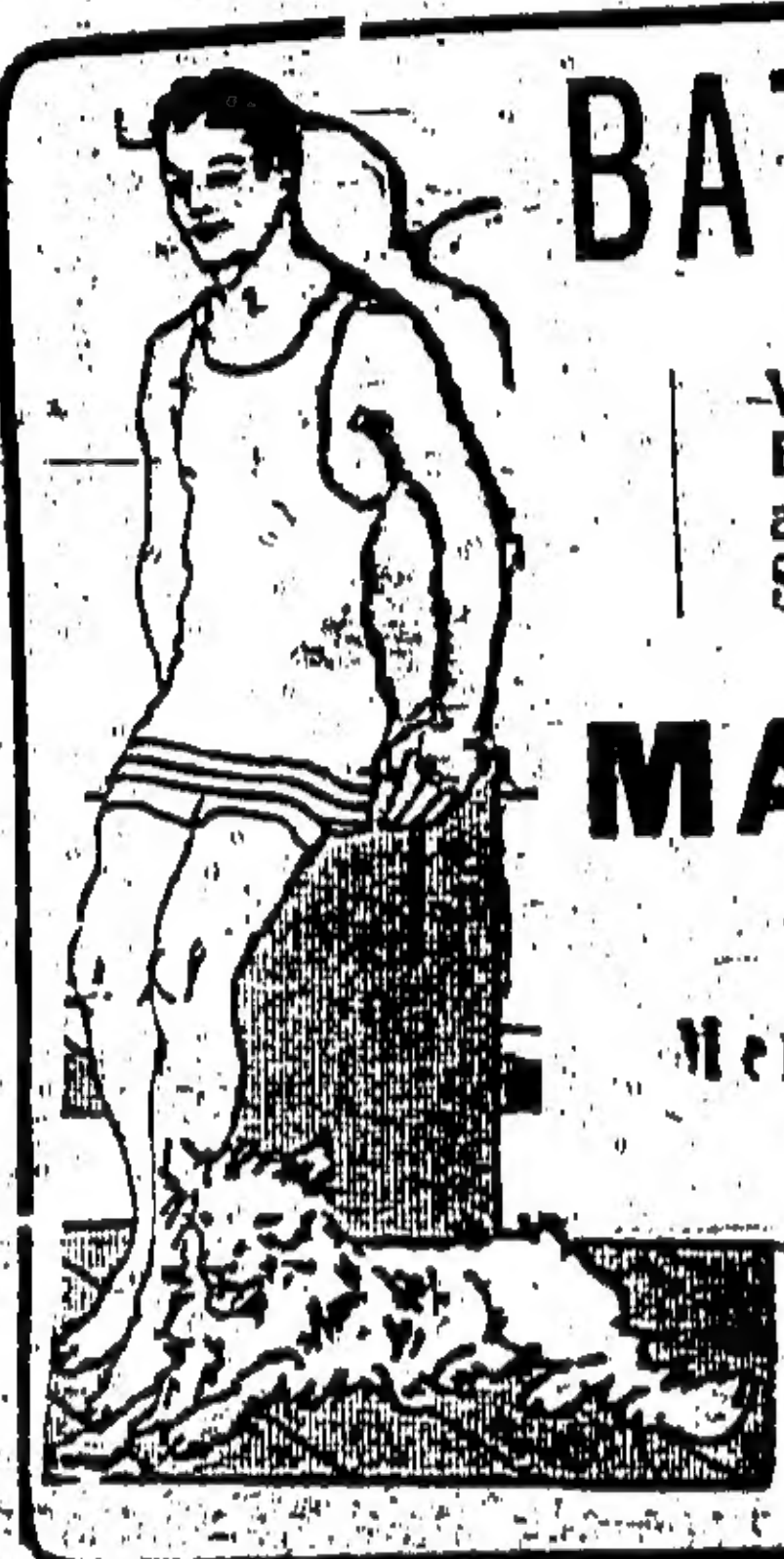
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TO-NIGHT at 5.15 and 9.15 p.m.

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JAPAN AND SIBERIA.

TROUBLE AVERTED BEFORE THE ARMISTICE.

MR. LANSING'S PROTEST STOPPED AGGRESSION.

[BY CARL W. ACKERMAN.]

Returning a few days ago from Siberia, China, and Japan, where I had been travelling as a correspondent of *The New York Times*, I brought with me considerable data regarding Japan's activities in Siberia which I am now at liberty to publish. This detailed account of what Japan's military party has been doing in Siberia will serve to show the reasons for the apprehension of the United States and shed light upon some of the difficulties confronting the Allies and the American Government in forming a definite policy toward Russia.

In writing this account of my experiences in Siberia my object is not to place the responsibility for Japanese activities upon the island nation and people. One does not have to travel in the Far East very long until one learns that there are two parties in Japan, a war party and a peace party. Even since the war has been a bareheaded contest between these two for control of the Japanese Government. Shortly before the signing of the Armistice in France the war party was in power. Since then the peaceful statesmen and business men of Japan have been in authority. To-day this party is still in power, but the opposition in Japan is gaining such headway as to make it necessary to publish the facts regarding the situation in the extreme Orient.

WAR PARTY AND PEACE PARTY.

By "war party" and "peace party" I mean: (1) a party which believes it should go ahead with aggressive policies in Siberia and China contrary to the policies and opinions of the United States and the Allies, and (2) another party which has as its basic principle the peaceful solution of Far Eastern problems through diplomatic discussions. At present statesmen representing the latter are in authority, and as long as they remain, a conflict in the Far East is not likely.

As the Japanese steamer on which I travelled from Lanchow to Vladivostok last October entered Golden Horn Bay I saw anchored in the centre of that beautiful Russian harbour an old battleship, painted a dull gray and flying the Japanese flag. This battleship commanded the whole situation. From every hill of the city it could be seen. Other Allied warships, including the *Brooklyn* and *Seydlitz*, of America and England, and those of France and China, were anchored near the docks. In the distance were abandoned gunboats and merchant ships belonging to the old Russian Government. After I landed almost the first thing the Russians told me was that this Japanese warship was one of those which Japan captured from Russia at Port Arthur in 1904, and that they did not like this "demonstrating" of Russia's defeat in the Russo-Japanese war at this critical hour in Russia's history. The question these Russians asked was:

"Is Japan coming to Siberia as a conqueror of Russia or as an ally?" In that question there was the kernel of the whole Russian situation as viewed by the Russians themselves.

If Japan has landed troops as a conquering nation," the Russians argued, then the United States, England, France, and Italy are here with Japan to exploit Russia under the guise of peaceful military intervention. If Japan is our ally, why does she act like our owner?"

The Russians did not state their case alone to an arriving correspondent. They had already stated it in much plainer words in the Siberian newspapers, and their official representatives had called upon the official representatives of the Allied Powers.

I stepped off the *Hoson Maru* at Vladivostok into this political situation. Everywhere I went I found the activities of the Japanese to be the chief topic of discussion. The "smoke" of the political battle was evident, so I searched for the "fire," and I found it in Vladivostok, Khabarovsk, Tchita, Harbin, Nikolai, and other Siberian and Manchurian cities.

JAPANESE SOLDIERS EVERYWHERE.

My first observation was that there were several times as many Japanese troops in Siberia as all other Allies combined. Japanese soldiers were stationed in every village and city. Above every railroad station from Vladivostok to Tchita, along both the Amur and the Chinese Eastern railroad lines in Siberia and Manchuria, waved the Japanese flag. Every railroad bridge and nearly every public building was guarded by Japanese. Whenever England, France, or the United States would order a Lieutenant or Captain to another town or village away from the base at Vladivostok on some special work, the Japanese would dispatch a Major to the same place. If the Allies sent a Major or Colonel the Japanese would send a General. Every time the American Headquarters or the French or British Army Commanders in Siberia moved a soldier or a regiment, whenever an Allied soldier or officer landed or arrived in Siberia, the Japanese General Staff in Vladivostok had to be informed by the Japanese in turn, never informed any of the Allies how many soldiers they had, how many were being brought into Siberia, nor where they were being sent.

At first the Allies did not protest or question the Japanese policy. The Allies had agreed to work in Siberia under the supreme command of the Japanese. Headquarters, their respectful support until the opposition within Siberia to the activities of the Japanese Army became so great that, in justice to

the Russia and their own countries, the Allies had to take cognizance of the Japanese soldiers and of the policies of the Imperial General Staff and its political agents.

In the beginning, it should be explained that the "fundamental" principles upon which the Allies agreed to co-operate in Siberia were chiefly the following:

1.—The Allied Governments—Japan, France, England, Italy, China, and the United States—were to land not more than 7,000 troops each; and

2.—Except by mutual agreement the armies were to operate east of Lake Baikal, which divides Siberia roughly in half.

Instead of sending 7,000 men the Japanese military party, which was in power in Tokyo and which controlled the Japanese Headquarters in Vladivostok, sent 75,000.

The United States and the Allies saw immediately that the agreement had been violated, but they made no representations. Meanwhile, the Japanese seized all caravan routes and blockaded all ports. Japanese gunboats and monitors were sent up the navigable streams and rivers into the interior. No caravan could move in, or out of Manchuria or Siberia without passing Japanese guards. No railroad could be run without being under the constant scrutiny of the Japanese. No ship could arrive or depart except under the ever-present gaze of a Japanese naval officer. By October Japan had Siberia and Manchuria entirely under her power. Siberia was a sleeping giant guarded by 75,000 Japanese soldiers. Japan was in a position at any time to challenge Russians and Allies combined, because the military and naval strength of Japan was greater than that of all other Powers combined.

ANXIETY AMONG ALLIES.

By the middle of October this situation was causing a great deal of concern. The war was at its height. The Allies could not understand this policy of Japan, especially in view of the constant reports that the German military party and the Japanese military party had come to a secret understanding. There were reports, also, that Japan and Germany had a secret agreement under the terms of which Japan was to be given control of Siberia from Lake Baikal to the Pacific. This was immediately denied by the Tokyo Government, and I do not know of any responsible people in the Far East, either Japanese or foreigners, who believe that the Japanese Government ever listened seriously to the separate peace proposals, which were being sent from Berlin at regular intervals.

The Allies, however, could not help but observe that even if there were no grounds for these reports, nevertheless the Japanese Army and Navy in Siberia and Harbin were in a position where they could defy the Allies at any time. They held what so firm that if the war were compromised or if the Germans were to win nothing in the world would force Japan from Siberia, and that country would become what South Manchuria is to-day.

Still the Allies were silent. The fighting in France was attracting all of their attention and demanding all their reserves.

WAR PARTY WINS AGAIN.

There were in the Far East, however, some men who went there for the purpose of helping Russia. These men, after making thorough investigations, reported to the Government that the Russian railroads were in a terrible state of disrepair and that Russia could never be helped militarily or economically unless the Trans-Siberian Railroad was re-organized and placed upon an efficient business basis. At this time there were present in Harbin and Vladivostok about 200 experienced American railroad men under John B. Stevens and George Emerson. These men had been brought to Siberia under an original agreement with the Kerensky Government, but they had been waiting patiently nearly a year for something to do.

England, France, Italy, and later China, together with the new Russian Government which had been formed in Omsk, gave the United States power of attorney to take over the Trans-Siberian Railroad and run it for the benefit of Russia. These six Powers realized that nothing of importance could be accomplished in Siberia until the railroad was in efficient hands. When Japan was asked whether she would give her consent, she asked time to consider the proposal.

For two months, September and October, the question was debated in Tokyo. The war party objected to any control which was not Japanese from top to bottom. This party maintained that Siberia was one of Japan's spheres of influence and that no other nation and no group of nations had a right to interfere with what the Japanese military party was doing. Another group of Japanese, statesmen, backed by all of the Chambers of Commerce and big financial institutions of Japan, wanted to compromise with the Allies. But the military party won its point, and Japan made counterproposals accordingly, which destroyed all possibilities of an Allied agreement regarding the Trans-Siberian Railroad.

TERRORISM OF COSSACK GENERALS.

For the first time the Allies were convinced by the attitude of the Tokyo Government that Japan's policy in Siberia could not be reconciled with the Allied policy. Meanwhile, also, there were other developments to cause international apprehension. Two Cossack leaders, Generals Semenov and Kalmykoff, in Tchita and Khabarovsk, respectively, were carrying on obstructive work. They were terrorizing every Russian community through which their armies passed. Under the guise of fighting the Bolsheviks they were doing the same things that the Bolsheviks were doing in European Russia. They were robbing banks and murdering peaceful,

respectable Russian citizens with impunity. Although Russians themselves, they were terrorizing their own country. Their activities, however, came to a head when they interfered with the rights of foreigners.

In Khabarovsk Kalmykoff arrested three agents of the Swedish Red Cross on the ground that they were German agents. When word reached Sweden the Stockholm Government protested to the Allies. The Allied Consuls in Vladivostok appointed a committee to investigate the charges and the conditions of the imprisonment of the three Swedes.

Before the committee was organized a report reached Vladivostok from Khabarovsk to the effect that the Swedes had escaped from jail and "disappeared." The last word was significant. Whenever any one "disappears" in Siberia he never reappears. Within a few days came other reports to the effect that the Cossacks had murdered the Swedes and destroyed their bodies.

It was obvious then that the Allies had to make an investigation. The committee was ordered to proceed to Khabarovsk when it received word from the Japanese General Staff that an Allied investigation was not necessary because the Japanese staff in Khabarovsk, when it received word ordered an investigation. The result was that the Allies were never permitted to investigate and they never received a report from the Japanese investigators.

At this time a Japanese officer, General Takishima, was working in Siberia in a secret capacity under orders from the Japanese War Office in Tokyo. He had a large secret fund at his disposal and he was known to have very close connections with both Kalmykoff and Semenov, although he was technically not under the jurisdiction of General Otani, the Allied Supreme Commander in Vladivostok. The Allies soon obtained proof that General Takishima was using money in Siberia in a way which was calculated to bring about more disorder and confusion. I believe that the payment of over two hundred thousand yen to Kalmykoff has been established.

SECRETARY LANSING TAKES A HAND.

By November 2nd there were so many activities of the Japanese in Siberia which were causing dissension and disunion that Secretary of State Lansing, having all the data in his possession, sent for Viscount Ishii, the Japanese Ambassador in Washington. The Envoy came to the State Department about 1 o'clock one afternoon and Mr. Lansing called his attention to various facts which he had about the obstructive tactics of the Japanese military party in Siberia, pointing out the violation of the original agreement regarding the number of troops, showing how the settlement of the railroad problem was being postponed by Japan's opposition, and calling the Ambassador's attention to the work of General Takishima.

The Secretary of State pointed out the obvious outcome of the developments in Siberia if the Japanese military party was permitted by the Japanese Government to continue its policies and activities in Siberia. Just what words the Secretary used to impress Viscount Ishii with the seriousness of the situation he does not know. One version is that he told the Japanese Ambassador he hoped the work of the military party would not cause a break in the good relations between the United States and Japan, and another version says that the Secretary pointed out how the activities of the Japanese military party were very similar to those of the German war party and that the latter had already led to a war between Germany and the United States.

Viscount Ishii returned to the Embassy in Washington and dispatched a long code message to Tokyo which arrived there on a Sunday night. As is customary Secretary Lansing sent a copy of his remarks to United States Ambassador, Roland S. Morris, in Tokyo for the information of the Ambassador. Mr. Morris was at this time and had been acting as the chief diplomatic observer and official for the United States in Siberia.

On Monday morning Ambassador Morris called at the Tokyo Foreign Office, only to be informed that the Minister of Foreign Affairs could not see him for two or three days.

During these critical days of early November there developed a political storm in Japan. Information as to the attitude of the United States quickly reached the Japanese statesmen and business men through the Foreign Office. Word was sent, too, to the Japanese War and Navy Departments, and a series of conferences were begun to determine the future relations between the United States and Japan. The war party was for defying America. The business interests and peace statesmen, who learned for the first time of the activities of the Japanese Army in Siberia, sided with the United States. For three days the debate continued, and during this period no one knew whether there was war or peace ahead.

SET BACK FOR WAR PARTY.

But within four days the same elements of Japan triumphed. The war party met its first great defeat at the hands of its own people. The Japanese Government telegraphed new orders to General Otani immediately. He was instructed to send back to Japan 35,000 soldiers. A few days later another order was sent to him in Vladivostok ordering the return of 17,000 men. Another order still was dispatched ordering General Takishima to Tokyo, and, after most of these troops had left Siberia, General Inagaki, Chief of Staff of the Japanese General Staff in Vladivostok, a gentleman and a diplomat, who with General Otani was not in thorough sympathy with the tactics of General Takishima, called upon Major General William B. Grape, the American Commander in Siberia, to express the regrets of the Japanese staff for past practices and to state that thereafter Japan and the United States would work together in complete harmony in Siberia.

For the time being it looked as if the victory in Japan over the war party was complete, but those who thought all difficulties were at an end underestimated the influence of General Takishima. He was the chief politician of the Japanese military party. He was Japan's Ludendorff. When he arrived in Tokyo another political storm appeared, which resembled a typhoon in its suddenness and effect. All the anti-American sentiment in Japan came to his support. The military and naval parties united, and, for a time, it looked as if the Cabinet might fall because of the opposition of these two groups. In the United States, perhaps, their power is not realized, but it can be readily explained.

According to the Japanese custom and law no Cabinet can be formed without a Secretary of War and a Secretary of the Navy chosen from the highest ranking officers in the War and Navy Departments. These two departments combined lead the "war party." They control the Secretaries of War and Navy as long as they are members of the Ministry, and they decide whether a new Cabinet in process of formation shall have their support. Thus, in practice, no Cabinet can be formed and no Cabinet can live without the support of the War and Navy Departments of the "war party."

This club was in the hands of General Takishima, and he was on the point of wielding it with great power when Germany collapsed and the Armistice was signed. The fall of the German military party was something which the Japanese military and naval leaders never expected, and their power was so great, their astonishment so complete, that they could not believe the telegraphic news of Germany's humiliation. For twenty-four hours they prohibited the Japanese newspapers from printing the terms of the naval Armistice, and withheld the details of the land Armistice. Finally, when the news dispatches were confirmed by official telegrams, they realized that, for the time being, their fight was an end and the "peace party" in Tokyo could not be overthrown.

By the first part of last month, however, the "war party" had again appeared on the political horizon, and had a sufficient amount of influence with the Tokyo Cabinet to block still the efforts of the United States, acting on behalf of all the other Allies, to bring about an agreement as to the reorganization and operation of the Trans-Siberian Railroad. The Japanese military party had been working secretly in Siberia, despite the events of early November. Through financial and moral support of the Japanese, General Semenov, the 22-year-old Cossack, in Tchita, was interfering with the transportation of supplies to the Czech-Slovak armies. Semenov was raising money, recognizing the Kolchak dictatorship. At one time the Czech-Slovaks were on the point of attacking Semenov when the Japanese stopped the military trains.

Thus, last month, the State Department in Washington was compelled again to bring the issue of the operation of the Trans-Siberian Railroad to a decision. Again the attitude of the Japanese Government was called to the fact that a policy which the Allies had agreed upon five months previous was still undeveloped because of the opposition of Japan's war party.

At this time every Chamber of Commerce in Japan, every large importing and exporting house, every large financial institution, and every statesman who had been working for Japanese-American friendship, united in supporting that party in Japan which sought a solution for the difficult Russian railroad problem, and an agreement was reached—the understanding which was but recently announced by Acting Secretary of State Folk. Under this agreement the Trans-Siberian Railway is to be operated under the direction of an Allied Board and under the protection of an Allied Military Staff. The Japanese war party, for the present at least, is impotent, but recent reports from the Far East indicate that this party is still active and that it is at work on a new plan of invasion to begin next Spring, according to which the 25,000 troops which were withdrawn from Siberia last November will be sent back supported by 50,000 more.

Now that the League of Nations is in process of formation, another important question develops with regard to the policies of the League in Russia, and one of the first questions which may face the League may be whether the Japanese military party is to be permitted to send these forces into Siberia. It will be a concrete issue which will test, almost immediately after its formation, the power and authority of the League. Japan has been sharply divided by the question of a League of Nations. The present Japanese Government supports it, but the war party continues its opposition and the influence of the war party with the anti-American press of Japan is very great.

PEACE PARTY LOOKS STYGO.

The great peace leaders of Japan, however, are expected to win in any fight which develops in Japan with the militarists. The policy of the former is based not only upon the question of expediency but upon the question of strategy. It is not in a position to fight the United States, now that this country has developed such a fighting organization, which, even when demobilized, is a potential army. Japan's strength, for instance, was recently strikingly shown by the publication in the *Peking and Tientsin Times* of December 25th, 1918, of a comparative statement of the British, French, and American Government bonds purchased by the du Pont de Nemours Powder Company, of the Red Cross contributions, taxes of 1918 and 1917, and the Japanese budgets for two years, 1915-16 and 1916-17. The du Ponts in two years held in bonds and paid in taxes and contributions \$353,032,000, while the budgets of the Japanese Government for 1915-16 and 1916-17 amounted to 1,044,933,581 yen, or approximately \$17,481,760. In other words, one American manufacturing institution in two years paid out more than one-half as much money for bonds, contributions, and taxes as the entire Japanese Government for two years.

This is one of the "facts" which the peace party uses to convince the war party that its dream of a war with the United States was absurd. *New York Times*, March 16th.

CRIMINAL SESSIONS.

(BEFORE HIS HONOUR THE CHIEF JUSTICE
(SIR WILLIAM REES DAVIES, K.C.))

FALSIFICATION OF A LEDGER.

After a three-days' hearing, Fung Pak Lam, who was indicted for making a false entry in the ledger of the Sui Yick firm, was sentenced to six months' hard labour.

Mr. Eldon Potter (instructed by Mr. M. K. Lo) prosecuted, and the Hon. Mr. C. G. Alabaster (instructed by Mr. P. W. Goldring) defended.

The following was the jury:—Messrs. W. J. Wilkinson, T. L. Knight, G. Wilson, H. Hatim, R. V. Cameron, G. F. de Rosa and S. Longfield.

The facts of the case were that the prisoner made an entry in the ledger showing that he had paid "Lo Cha" \$2,000 as commission. Prisoner was an adopted grandson of the proprietor of the firm and managed the business. The entry was made three days before a petition of bankruptcy was filed by a creditor of the firm.

Evidence relative to the transaction having been given, Mr. Alabaster replied that the witnesses for the prosecution had told a tissue of lies and could not be believed. Prisoner had only followed the instructions of the proprietor of the firm, who had ordered him to make the entry. There were other entries in the ledger made in the same manner. The witnesses for the defence had corroborated this statement.

Mr. Potter replied that there was no motive whatever for the prosecutor to bring the prosecution against his grandson if he had not committed the offence.

After a lengthy summing-up by His Lordship, the jury brought in a verdict of "Guilty."

In reply to his Lordship, Mr. Potter said he did not think his client desired to press the charge.

Mr. Alabaster pointed out that it was a case of misdemeanour and could be punished by a fine.

His Lordship, addressing the prisoner, said the jury were business men and had come to the conclusion that prisoner and his witnesses were liars. It was not for him to say whether they had arrived at the conclusion that he was guilty or had instigated the crime. At any rate, on a point of law they could find prisoner guilty, even assuming that they had arrived at that conclusion. Sitting there, and hearing the whole evidence, he was entitled to pass sentence upon prisoner, taking into consideration certain features of the case, of which he had no doubt. He had not the slightest doubt himself that the old man, whatever might have been said of him, was a party to this transaction. The section of the Ordinance under which prisoner was charged entitled him to pass a sentence of seven years, but he thought justice would be met by a sentence of six months' hard labour.

SPORT.

CRICKET.

MR. PONSONBY FANE'S XI. v.
MR. RUMJAHN'S XI.

In the above match, to be played on Saturday, at 2.15 p.m., on the University ground, Mr. Rumjahn's XI. will be composed of M. Abbas, G. Earle, A. Aroulli, H. Ismail, A. S. Ismail, D. K. Kharras, E. Moosdeen, A. A. Rumjahn, D. Rumjahn, D. K. Samy, and A. H. Rumjahn. Reserve:—M. M. Buz.

THEFT OF A TYPE-WRITER.

At the Magistracy, yesterday, before Mr. R. E. Lindell, a Chinese was charged with stealing an Oliver type-writer, belonging to Messrs. Benjamin & Potts.

The constable arrested the man, on suspicion, in Queen's Road, and found the type-writer in a mat-bag he was carrying.

Mr. Lindell sentenced defendant to six weeks' hard labour.

EIGHT THOUSAND HAWKERS IN THE CITY.

When a Chinese was charged before Mr. R. E. Lindell, at the Magistracy, yesterday, with hawking without a licence, Inspector Boulger stated that there were over 8,000 hawkers in the Colony at present and it would be advisable not to issue any more licences.

SHANGHAI RACES.
THIRD DAY'S RESULTS.

The following are the results of the third day's race meeting at Shanghai. "Rosewood" ridden by Mr. Hill won the "Champion Stakes" (1½ miles) in the record time of 2mins. 32.3 seconds. In the previous day's racing "Silver Streak" ridden by Mr. Heard annexed the "Tientsin Plate" (1 mile) in the record time of 2mins. 1.1 seconds.

THE GREAT NORTHERN.—7 furlongs.
Portobello (Mr. Crokam) 1
Kowloon (Mr. Heard) 2
Sir Lamerock (Mr. Vida) 3

Time: 1min. 45.3 seconds.

THE RUSSIAN CUP.—1½ miles.
Mighty King (Mr. Burkill) 1
The Corn Crake (Mr. Hill) 2
Odin (Mr. Moller) 3

Time: 2mins. 38.1 seconds.

PARI-MUTUEL STAKES.—1½ miles.
Black Fox (Mr. Springfield) 1
Rahle (Mr. Vida) 2
Sans Fear (Mr. Hill) 3

Time: 3mins. 13.1 seconds.

THE RACING STAKES.—1 mile.
Lichfield (Mr. Stewart) 1
Tuborg (Mr. Crokam) 2
Hopscotch (Mr. Dalgleish) 3

Time: 2mins. 6.3 seconds.

YANOTIE CUP.—1½ miles.
Loofeld (Mr. Stewart) 1
Scala (Mr. Crokam) 2
Night Hawk (Mr. Vida) 3

Time: 3mins. 4.7 seconds.

CONSOLATION CUP.—1½ miles.
Nigger Minstrel (Mr. Hill) 1
Sir Lamerock (Mr. Vida) 2
Iron Duke (Mr. Ezra) 3

Time: 2mins. 42.1 seconds.

PAPER HUNTERS' HANDICAP.—1½ miles.
Yellow Stone (Mr. Knoll) 1
Sea Hawk (Mr. Hill) 2
The Prelate (Mr. Springfield) 3

Time: 2mins. 37.4 seconds.

MANCHESTER STAKES.—1 mile.
The Bulbul (Mr. Hill) 1
Escapade (Mr. Rowe) 2
Michigan (Mr. Vida) 3

Time: 2mins. 39.2 seconds.

CHAMPION STAKES.—1½ miles.
Rose Wood (Mr. Hill) 1
Silver Streak (Mr. Heard) 2
Castlefield (Mr. Stewart) 3

Time: 2mins. 32.2 seconds.

HANKOW CUP.—1 mile.
Jonsborg (Mr. Crokam) 1
Banzan (Mr. Knoll) 2
Hopscotch (Mr. Heard) 3

Time: 1min. 39.2 seconds.

NIL DESPERANDUM STAKES.—1 mile.
The Dancing Bird (Mr. Willeumner) 1
The Hawk (Mr. Hill) 2
Tuborg (Mr. Crokam) 3

Time: 2mins. 4.1 seconds.

TUESDAY'S RESULTS.

The following are the results of the last three races on Tuesday:—

SEARLE CUP.—1 mile.
Free and Easy (Mr. Burkill) 1
The Hawk (Mr. Hill) 2
Black Hoath (Mr. Bowe) 3

Time: 2mins. 9.1 seconds.

SCURRY STAKES.—1 mile.
Rest Cure (Mr. Heard) 1
Wilson (Mr. Ezra) 2
The Corn Crake (Mr. Hill) 3

Time: 2mins. 7.3 seconds.

TIENSTIN PLATE.—1 mile.
Silver Streak (Mr. Heard) 1
Lichfield (Mr. Stewart) 2
Porto Bello (Mr. Cameron) 3

Time: 2mins. 1.1 seconds.

"THE SUFFRAGETTES" AMERICAN MUSICAL COMEDY HIT.

We are told that anyone who wants to know that there is joy in life and life is worth living must form one of the audience at the Theatre Royal on Saturday, when Banvard's American Musical Comedy will open their local engagement with "The Suffragettes," which crowds into two laughing, dashing acts, a revue of ludicrous situations, bright and witty dialogues, racy-jazzy song hits, inimitable dances, beautiful costumes, a cast of American stars and a bevy of beauty.

Mr. W. R. Banvard, the English proprietor of this American organisation, will introduce some of the kings and queens of American comedy, popular jazz songs, and the latest clever, classic and eccentric dancing. The Banvarda have sprung into instant favour with theatre-goers of the Far East. The repertoire of the company includes a variety of American musical comedy successes, presented in a manner that is certain to please. There will be a matinee on Thursday, May 15th, at 5.15 p.m. The booking is at Moutrie's.

CANTON NEWS.

Canton, May 7th.

TAX ON ORES.

The mineral ore exporters, owing to the slackening in the export business and the rise in the price of mineral ores as a result of the European war, have requested the Authorities to reduce the taxes levied on the ores.

ANGLO-ITALIAN IDEALS.
COMRADESHIP OF WAR.
NEW COMMERCIAL TIES.

Some indication of the sympathy which is felt in Great Britain towards the aspirations of Italy in the Adriatic was given at the dinner of the British Committee of the Trento-Trieste National Association of Italy, which took place at the Piccadilly Hotel on March 18th. The objects of this body are to give all possible moral support to the great cause of the redemption of the Italian provinces at present under the domination of Austria, and to co-ordinate the propaganda of the association with the war aims of all the Allied countries in order to defeat the enemy propaganda.

Earl Brassey, who is president of the British Committee, was in the chair, and was supported by a representative committee. Lord Burnham, proposing "Identity of British and Italian interests," said the friendship between their two nations was never so firmly founded as it was to-day, and they were all resolved that it should endure for their time and beyond their time. (Cheers.) He sometimes thought that modern Italy suffered a good deal from the unequalled and magnificent glories of her historic past. We always recollected that it was Italy that saw the death of the old world and the re-birth of the new. We were always thinking of Italy as the birthplace of ancient fable, and the dreamland of Renaissance of art and literature. That was all very well, but between those days and our day there was a long period which gave Italy a greater task, probably, in making up for the arrears of misgovernment than any country in Europe. Unless we understood that, he did not think we could properly appreciate the extent and the gravity of the problems which modern Italy had had to solve. No nation ever had greater difficulties in government than Italy, and no experienced since the liberation, and no nation had ever grappled with difficulties in a more manifold and practical spirit. (Cheers.) It was almost incredible, with the heavy burden of incompetence to which united Italy succeeded when she abolished the petty Principalities which were so long her curse, what she had accomplished to make life possible for the great masses of her people. (Hear, hear.) The industry of the Italian was exceptional, not only in his own land, but in other countries where he had gone to make a life for himself and also to send back the fruits of his industry to those whom he had left behind. As much as twenty millions sterling a year had been sent back to Italy by her sons who had sweated for her and for the land they loved so well. If she had created a large trade, it had been largely by the export of her flesh and blood, and she had been a real danger to the power of her manhood. She had largely by the export of her flesh and blood, and she had been a real danger to the power of her manhood. She had largely by the export of her flesh and blood, and she had been a real danger to the power of her manhood.

The commercial ties between their two countries had now become closer and more important. (Hear, hear.) Although trade might not have much to do with sentimental ties, he was certain that if their friendship was maintained at the level at which it had stood in this war it would be through the material interests of both countries, as well as to the satisfaction of their moral ideas. Besides, they had much in common. Now and always they were nations of adventurous spirit, who loved the seas of their knotted coats. (Cheers.) They felt that if Italy was seeking further outlets for her trade and national effort, it was not because of greed or vainglory, but because it was a necessity to her national existence. (Cheers.) The whole history of Italy since the emancipation had been a struggle for life—economic as well as political life; and now, when the artificial barriers to Italian prosperity were about to be removed when she could no longer be shut out of the ports which were hers by right, we should be careful to credit her with the right motives, and destroy any chance of misunderstanding or suspicion. (Hear, hear.)

A cordial understanding. The Italian Ambassador, in returning thanks, said that at the beginning of the war their enemies talked about Italian soldiers as an "army of mandolinists." (Laughter.) He was glad the war had shown that the mandolinists could fight and swim, and arise and destroy a larger nation. (Cheers.) The aims of that society he fully reciprocated. Those present had gathered to constitute a British branch of the Society of Trento and Trieste, which had ever indomitably and resolutely pinned its faith to the redemption of the two noble lands. A redemption that did not merely imply the possession of buildings and orchards, but signified the very independence of Italy. Trento represented the natural boundary of the barred gate of the heart of the Motherland, and set up the solemn veto to the invader. Trieste meant the recovery of Italy's ancient shores and of the Italian sea, protection against the nature's fatal emares, and was the condition indispensable to their peaceful development, and consequently to the evolution of the Italian people.

The memories both of the past, as well as the present, suggested to-day full solidarity of thought and action on the part of the two Allied nations. (Hear, hear.) Ardently devoted as both were to the cause of the achievement of liberty and of the full independence of nations, they would never suffer either to be diminished to the detriment of anyone, and least of all of themselves, after so victorious a war waged against a relentless foe. (Cheers.) He felt confident that both peoples, as staunch friends and reciprocally studious of each other's history, art, civilisation, and genius, would always stand by each other so that nothing might ever becloud such a perfect correlation of ideals, of interests, and of inclinations. (Cheers.)

Mr. Victor Fisher, proposing the toast of "The Union of Italy," said of the great freedom-loving peoples of the world it fell to the lot of Italy to give the greatest inspiration to the unity of democratic thought—(hear, hear)—and they were assisting that night at what they could not doubt was the consummation of those high hopes. (Hear, hear.) Italy's declaration of neutrality in accordance with her glorious traditions saved Paris and France. (Hear, hear.) Her greatest glory during the war had been the way in which she matched victory out of disaster. (Hear, hear.) As to the League of Nations, we were supporters of it, but we were determined in the face of the sufferings of innumerable millions of the people of Europe to say to those who were enthusiastic for the League that it must be tested and tried.

Com. Boncagli, in responding, spoke of the great friendship existing between England and Italy.

STRENGTH OF OUR NAVY.
Sir Gilbert Parker, Bt., in submitting the toast of "The Trento-Trieste Association and the President of the British Committee," said there was a sort of feeling prevailing that the League of Nations might not do what was expected of it. One thing it would do, and that was to give Italy her national frontier—her only possible means of naval defence—the coast of Dalmatia. Did the League of Nations mean that the Navies of Great Britain, Italy, and France must ask permission of the other nations of the League before they could strike? ("No.") Why did we win the war? Because without any hesitation we could send out the British Fleet to bottle up the Hun Navy and drive her cruisers and armed merchantmen from the sea. All the navies of the world protested by that power to strike at once. He would ask Mr. Balfour, Mr. Bonar Law, Viscount Milner—all great Imperialists—and Mr. Lloyd George, who had proved himself a great Imperialist in the war, whether they meant that the British Navy, or the navy of any other nation, should have to ask permission to strike? If so, it might mean three days or a week's delay. In that event the offensive nation, which might be Russia and Germany combined, could strike. He did not like it. The British people had a right to know it, and know it now. Another thing. If we were going to take the German colonies must we make a report to a League of Nations as to how we were to conduct our administration? ("No.") He was, therefore, not quite sure that the League of Nations was going to work. It had been said that Italy saved the war by striking at a most difficult period of it. There never would be a time when England would not stand by Italy in the just claims she was making for the rectification of her frontier. (Hear, hear.)

Earl Brassey responded in felicitous terms.

GERMAN LOOTING SCHEMES.

ORGANISED BEFORE THE WAR.

It was recently announced that the Belgian Delegation to the Peace Conference had submitted a complete set of official German documents showing the systematic manner in which the sack of industrial Belgium and Northern France was organised by the enemy, and it is now possible to give the following interesting particulars regarding these documents, which the Germans either had no time or neglected to destroy before their retreat from Brussels, where the papers were subsequently discovered.

Some of these documents relate to a "dismantling syndicate" (abbau-konzern), consisting of five firms, who formed the official body charged with the looting of the invaded provinces, and carried on their work in co-operation with a department connected with the Ministry of War in Berlin, known as the "Wumbe" (Arms and Munitions Supply Department), and it was from it that the machinery transferred from the occupied territories. A complete inventory of the economic resources of Belgium and Northern France had been drawn up before the war by the German Secret Service, and provided with this document, the "Wumbe" was in a position to offer the machinery and equipment of the dismantled Belgian and French factories to German firms engaged in similar industries, to whom this loot was sold at cheap rates. Most of the profits thus made by the "Wumbe" went to the German Ministry of War.

The profits realised give some idea of the extent of the losses inflicted on Belgium and Northern France. At a general meeting of the Abbau-Konzern at Cologne on January 6th, 1919, it was shown that from the dismantling of factories alone the syndicate had amassed £42,000,000 marks profit on 18,937 tons of goods dealt with, or more than seventy-six marks per ton. Up to April, 1918, in Northern France alone it had off 11,630,638 tons of iron and steel from factories, besides immense quantities of wood, glass, tiles, etc. The papers seized show month by month from February, 1917, to August, 1918, the progress made in the systematic devastation of the French and Belgian factories.—Reuter's Special Service.

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healthy, happy children
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They supply the rich gluten and phosphates
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QUAKER PUFFED WHEAT and RICE
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FARINA. CRACKED WHEAT.
SMALL HOMINY.
In tins 50 cents each.

ROLLED OATS 45 cents per packet.

GRAPE NUTS.
In tins 30 cents each.

PEARL BARLEY 25 cents per lb.

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SEMOLINA 45 " " "

ARROW ROOT 40 " " "

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May, 8th, 9th, 10th and 11th,
9.15 p.m.

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GLADYS HULETTE

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CREIGHTON HALE

A Lively 5-part Comedy Drama

entitled

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MATINEE

Sunday, May 11th, at 6 p.m.

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MACARONI, VERMICELLI, NOODLES,
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Hongkong, March 2nd, 1919.

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RELIABLE QUALITIES.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions from JAS. W. GRAHAM, Esq., to sell by Public Auction,

TO-DAY (THURSDAY).

May 8th, 1919, at 2.30 P.M., at No. 1, Canton Villas, Kowloon Road, Kowloon.

THE VALUABLE HOUSEHOLD FURNITURE,

therein contained, comprising—
Drawing Room Suite, Carpets and Rugs, "Axminster" (as good as new), a number of good Water Colours, Pictures, &c., Electric Ceiling Fan and Fittings, large Sideboard, Dining Table and Chairs, Glass and Crockery Ware, Double Brass mounted Bedsteads, large and small Wardrobes, Toilet Tables, Washstands, &c., &c., Bathroom and Kitchen Tensils.

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Cottage Piano by Brinsmead & Sons in good condition, one Telescope and one Microscope, Treadle Sewing Machine "Singer," large Ice Chest, Lawn Bowls, Sextant, Iron Safe, a large number of Pot Plants, Halls, &c., &c.

(Full Particulars from Catalogue).
On view day of sale.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, May 8th, 1919. [732]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

On WEDNESDAY,

May 8th, 1919, at Noon, at his Sales Room, Duddell Street.

The Wreck of the S.S. "CHIYO MARU" as she now lies off the Lema Islands.
Terms—Cash on fall of the hammer, when vessel will be at purchaser's risk.
GEO. F. LAMBERT,
Auctioneer. [730]

PROPOSALS FOR COAL.

OFFICE Department Quartermaster, Philippine Department, Manila, P.I. Sealed proposals will be received here until 11 A.M. May 15th, 1919, and then opened, for furnishing coal for Nagasaki, and Miki, Japan, Manila and other military stations Philippine Department.
Further information on application. [639]

WANTED AT ONCE.

COMPETENT STENOGRAPHER and TYPIST (male); reply in handwriting stating experience and salary required to—
Box No. 728,
Care of "Daily Press" Office. [735]

WANTED.

A LADY of British race for Office Work in an Old Established Firm in Hongkong. Good salary to a capable woman with knowledge of B. speaking. Apply in writing stating qualifications to—
Box No. 729,
Care of "Daily Press" Office. [729]

PEAK HOUSE TO LET.

NO. 8, MOUNTAIN VIEW, Six Rooms and Furniture, June 1st.

Apply—
DENNIS & BOWLEY. [713]

TO LET (UNFURNISHED).

NO. 10, MOUNTAIN VIEW, PEAK, from June 1st, 1919, in excellent condition.

Address—
"A. B."
Care of "Daily Press" Office. [689]

TO LET.

"DERRINGTON" No. 8, Peak Road, Furnished, from 1st June.

8 Rooms and 3 Tennis Courts.
Apply to—
LINDSEY & DAVIE,
Alexandra Buildings. [613]

TO LET.

NO. 102, THE PEAK, 4-Room House at the Peak.

Apply to—
PERCY SMITH, SETH & FLEMING
[622]

TO LET.

A FLAT in Nathan Road, Kowloon.

A Flat in Humphreys Buildings, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings. [61]

THE PEAK.

FOR SALE, A FIVE-ROOMED Residence.

For particulars apply to—
"I.Y.E."
Care of "Daily Press" Office. [434]

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE

GENERAL MEETING of Members will be held on TUESDAY, MAY 13th, 1919, at 2 P.M., in the CHAMBER ROOM, CHARTERED BANK BUILDING, 3, Queen's Road Central, for the purpose of nominating a Representative of the Chamber to serve on the Legislative Council during the absence on leave of the Hon. Mr. P. H. HOLMES.

Notice in writing of the names of candidate and of their proposals and recorders to be lodged with the Secretary at least 48 hours before the time appointed for the holding of the General Meeting.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, May 2nd 1919. [719]

THE HONGKONG ELECTRIC CO. LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY GENERAL MEETING will be held at the Company's Office, St. George's Buildings, on SATURDAY, May 17th, 1919, at 11.30 A.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1919, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 3rd May to the 17th May, 1919, both days inclusive. By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents. [630]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned on WEDNESDAY, MAY 21st, 1919, at 11.30 A.M. The TRANSFER BOOKS and REGISTER of Members of the Company will be CLOSED from the 7th May to the 21st May, both days inclusive.

Immediately after the above-mentioned Meeting the General Agents in pursuance of Article 17 of the Company's Articles propose to ask the Consulting Committee to sanction a call of \$50 per share in respect of the monies unpaid on the shares held by members of the Company.

At the same time the General Agents will also under Article 104 (p), ask for the sanction of the Consulting Committee to the payment of a Special Dividend of \$50 per Share (payable immediately after the call) out of the Reserve Fund.

Should these sanctions be obtained the Transfer Books and Register of Members will be closed for an additional 14 days, i.e., until including the 4th June, 1919.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, April 30th, 1919. [705]

G. R.

NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1918.

Forms of Registration, giving the particulars required may be obtained, at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50.

PALACE HOTEL, KOWLOON.

Corner of Haiphong and Hankow Roads.

Tel. K. 3. Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished, is now up-to-date, in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS. TERMS MODERATE.

Special Arrangement for Families on Application to—

J. S. OXBERRY,
Proprietor. [109]

報會總商華港香

HONGKONG CHINESE COMMERCIAL NEWS

INCORPORATED WITH THE

CHUNG NGOI SAN PO

(Chinese Daily Press).

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE.

Terms for Advertising (Translation free) can be obtained at the Office, 11A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Classical Colloquial Chinese.

AUCTIONS

A. G. DA ROCHA. AUCTIONEER, SURVEYOR AND GENERAL BROKER.

FAVOURER with instructions from The Concerned, will sell by Public Auction, TO-DAY (THURSDAY), May 8th, 1919, at 2.15 P.M., at his Sales Room.

A QUANTITY OF MISCELLANEOUS GOODS, comprising—

Blankets, Serge, Towels, Soap Gramophones, Typewriters, Post Cards Cameras, Brushes, Skates, and Sundries.

20 Dozen Lisle Thread Hose.
30 " tins American Cheese.
20 " tins Australian Cheese.
55 tins American Dyer in 10 tins.
Terms—Cash on Delivery.
Hongkong, May 8th, 1919.

A. G. DA ROCHA. AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

FAVOURER with instructions from The Concerned,

will sell by Public Auction, on SATURDAY, May 10th, 1919, at 2.30 P.M., at his Sales Room, Queen's Road Central, (Old Post Office Building).

EXCELLENT HOUSEHOLD FURNITURE

comprising—

Chesterfield Couch and Arm Chair, Blackwood Furniture, Brass and Iron Bedsteads, Tables, Brussels Carpet, and Rugs, Brass Fenders, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofa, Easy Chair, Occasional Tables, Extension Dining Table, Bevelled Mirror, Wardrobes, Hat Stand, Dining Chair, Silver Ware Cabinet, Teak Bookcase, Dinner Crockery, Glassware, Ornaments, Pictures, Curtains, Bed Sheets, Clocks, Marble-top Washstands, Cooking Stoves, Cutlery, Toilet Sets, Electric Reading Lamp, Cabinets, Sideboards and a long line of Sundries.

Catalogue will be issued.

Terms—Cash on Delivery.
Hongkong, May 8th, 1919. [124]

A. G. DA ROCHA. AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

FAVOURER with instructions from The Concerned,

will sell by Public Auction, on MONDAY, May 12th, at 2.15 P.M., at his Sales Room.

A QUANTITY OF MISCELLANEOUS GOODS,

comprising—
Blankets, Serge, Towels, Combs, Soap Gramophones, Typewriters, Brushes, Skates, Bicycles, Provision and Sundries, up to an Assortment of Useful Household Linens, Drawn Work and Embroideries.
Terms—Cash on Delivery.
Hongkong, May 8th, 1919.

SWAYNE & HOYT, INC.

NOTICE TO CONSIGNEES

FROM SAN FRANCISCO, JAPAN and SHANGHAI

THE Steamship

"ELDORADO."

having arrived from the above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports Hongkong, before Bills of Lading can be counter-signed.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on 8th May, 1919, at 10 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be counter-signed by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, May 1st, 1919. [714]

AMERICAN ASIATIC S.S. CO.

NOTICE TO CONSIGNEES

FROM NEW YORK

THE Steamship

"CELTIC PRINCE."

having arrived from the above Port. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports Hongkong, before Bills of Lading can be counter-signed.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on Wednesday, May 7th, 1919, at 10 A.M.

All Claims must be presented within FIVE DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after May 8th, 1919, will be subject to risk.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by SHEWAN, TOMES & Co., Agents.

Hongkong, May 1st, 1919. [715]

INTIMATION



BY APPOINTMENT.

WATSON'S DRY GINGER- ALE.

FRAGRANT, AROMATIC,

DRY.

Its "Dryness" is a feature

has helped to give this drink the

popularity it so well deserves.

Pints \$1.20 Per Dozen.

Splits 70 cts. "

A. S. WATSON & CO., LIMITED.

STERILIZED WATER MANUFACTURERS

TEL. 436

119

HONGKONG OFFICE: 101, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 8TH, 1919.

ITALY AND THE JUGO-SLAVS.

THE news appearing in our cable columns to-day places a less serious complexion upon the Fiume controversy than it has worn hitherto. The earlier information created the impression that the Italian delegate had withdrawn from the Paris Conference as a protest against the action of President Wilson in canvassing their claims. It is stated now that there has been no rupture, but merely a suspension of Italian collaboration in the work of the Peace Conference.

Professor ORLANDO being expected to return for the opening negotiations with the German Peace Plenipotentiaries on May 1st or 2nd. His reason for leaving Paris was in order to consult the Italian Parliament, a very proper procedure for the PRIME MINISTER of a democratic State to adopt when national aspirations are at stake. The belief is expressed in Peace Conference circles, we are told, that a friendly solution of the difficulty will be found, and the *Petit Parisien* ventures the opinion that Professor ORLANDO has merely gone to Rome in order to obtain Parliamentary endorsement of a compromise which has been proposed. Any split between the allies at the moment would be sheer folly, for the enemy would be quick to take advantage of the situation. It may be true that the defection of Italy alone would not vitally affect the signing of the Peace Treaty, but on the other hand, it might encourage German resistance and set an example which others whose claims were not fully satisfied would be tempted to follow. Indeed, it has already been suggested that Japan should stand aloof unless her demands in regard to Shantung are conceded. Therein, of course, lies the danger of giving way to pressure in the desire to preserve unity, instead of deciding every dispute that

arises in a judicial spirit. The question now at issue is a difficult one, but it had to be faced. Though President Wilson has been blamed for the part he has played, it seems to us that he has merely striven, by an appeal to Italy's generosity and sense of fairness, to find the way to an amicable settlement. Certainly the charge that he acted with precipitancy must be dismissed if it be true, as the *Times* correspondent in Paris states, that he conveyed the gist, if not the full text, of his manifesto to Professor ORLANDO, ten days before it was made public. Be that as it may, the views of the Jugo-Slavs on the problem of the Adriatic have been well-known for some time. Early in March M. PASICH, the chief Serbian delegate, declared in an interview which he gave to the *Journal*, that a solution of this problem was impossible so long as Italy continued to rely upon the Pact of London—an instrument which could not be regarded as valid seeing that the circumstances had entirely changed, owing to the disintegration of Austria-Hungary, since it was signed. As to the Serbians' claim to access to the sea, he declared that it could only be realised at Fiume, "the principal artery of our economic life, the only port capable of great development." From the point of view of nationalities, M. PASICH asserted that every country, from Frioul to Dalmatia, was clearly Slav. Dealing with the Italian fear of a Greater Serbia, powerfully armed, and animated with aggressive designs, he scouted the idea of a country ruined, with half its male population destroyed, burning with a desire to attack Italy. Serbia, he affirmed, only asked that what justly ought to fall to her should be respected. It will thus be seen that President Wilson said nothing new. According to the territorial claims which she submitted to the Peace Conference in March, Italy was understood to be willing to make very large concessions to the inland States formed after the collapse of Austria for utilising the ports of Fiume and Trieste, but to insist upon having an absolutely free hand in the Adriatic, incorporating all the ancient Italian settlements and towns, with the further condition that all ports and coast-lines left open to the new Jugo-Slav countries should be declared neutral territory so far as military and naval armaments were concerned, Italy being determined that no naval or military Power should be reconstituted on the Adriatic. Her case, as presented to the public recently by Professor ORLANDO, is that military considerations require that she shall be assigned the territory she claims, otherwise her new Alpine frontier will be left with a dangerous breach in it and the eastern flank will be uncovered. The number of people other than those of Italian race comprised within that territory is proportionately less than the number of foreigners to be found in any of the various national reorganisations which the Allies are establishing. Professor ORLANDO contends also that Fiume must be ceded to Italy in accordance with the principle of "self-determination," because the city proclaimed itself pro-Italian "even before the Italian ships were near." Finally, he argues that the international character of the port cannot be advanced as a reason for denying Italy's rights in face of the precedents furnished by Antwerp, Genoa, and Rotterdam.

Six cases (three deaths) of bubonic plague and two cases (two deaths) of cerebro-spinal fever were reported in the Colony on Tuesday.

No. 3, Mountain View, the Peak, was offered for sale by public auction, yesterday afternoon by Messrs. Hughes and Hough, and withdrawn as there were no bidders.

It is understood that the General Post Office had a record year in 1918 as regards the revenue derived from the various postal departments. The exact figures, however, are not yet available.

On Tuesday night a Chinese woman attempted to commit suicide by jumping off the Kowloon Ferry-boat several hundred yards from the Hongkong side. A coxswain of the boat, who noticed the attempt, got her out of the water with a boat-ho. The woman is now in hospital.

Mr. D. J. Lewis will act as Hon. Treasurer to Sir E. H. May's Memorial Fund during Mr. H. J. Gedge's temporary absence from the Colony. Intending subscribers to the Fund are asked to send in their subscriptions as soon as possible in order that the statue may be ordered from England.

ARMED ROBBERIES.

A CHINESE WOUNDED.

Following upon the heels of the murder of a Chinese *lutong* at West Point, another armed robbery was committed on Tuesday night in Des Voeux Road. A Chinese was shot at and wounded in the right arm.

It appears that at about 8.30 p.m. a man went to a money-changer's establishment, and demanded change for \$5. While the accountant was getting some change the man is alleged to have signalled to some men, who immediately entered the premises. They levelled revolvers at the inmates, and then ransacked the place. After stealing about \$800 they made off. Police-whistles were blown, and the complainant rushed out after the robbers. One of the desperadoes immediately turned round and shot at him, wounding him in the right arm. The injured man was removed to the Government Civil Hospital, where an operation is to be performed.

The robbers fled in the direction of West Point, and the Police are carefully watching the various wharves and Kowloon railway station.

CHINESE GOLDSMITH, ROBBED OF \$10,000.

About 8.30 last night, six men, all armed with revolvers, entered the house of a Chinese goldsmith, No. 222, Queen's Road, and stole money and jewellery to the value of over \$10,000.

One of the gang, on some plausible pretext, induced the inmates to let him in, the other five meantime hiding themselves close by. Having secured admission, the robber whipped out a revolver, levelled it at the terrified inmates, and warned them, under penalty of death, against any alarm. He then signalled to his confederates who aided in ransacking the place, and took away numerous articles of jewellery; and, it is said, 250 taels of gold.

The Police were communicated with after the robbers had decamped. No arrests have yet been made.

TWO ARMED MEN ARRESTED. IN POSSESSION OF A REVOLVER AND DAGGER.

At the Magistrate's, yesterday, before Mr. R. O. Hutchison, two Chinese were charged with being in unlawful possession of a revolver, a dagger, and a packet of pepper.

Sergeant Cockle arrested the men on Saturday afternoon at the coffee plantation, where, evidently, the men were hiding. It is alleged that they were on their way to commit an armed robbery. Mr. Hutchison remanded the case.

BATTLE ROYAL IN JUBILEE STREET.

ONE HUNDRED MEN PARTICIPATE.

ALL OVER AN OPIUM DEAL.

Over one hundred Chinese—Shanghai and Chiu Chau men—were engaged in a serious brawl on Tuesday night in Jubilee Street. Six men, badly wounded, were removed to the Government Civil Hospital by the Police.

The reason for the affray is obscure, and the Police are reticent, but, piecing together statements from different sources, it appears to have been the result of an opium deal. Some men are alleged to have smuggled opium on board the *Tenyo Maru*, which left yesterday for Shanghai. Others interested in the opium, did not receive any monetary consideration for their trouble, and a quarrel ensued. Firemen, chauffeurs, and seamen joined in the affray, dividing themselves into two factions. Daggers, bamboo poles, sticks, etc., were used, and the battle raged for over half-an-hour. In response to the call of police-whistles, a posse of constables marched to the scene, and, as soon as they arrived, attempted to arrest the leaders. The combatants immediately dispersed in various directions, only the injured ones remaining. These the Police took into custody and when their wounds are sufficiently healed they will be produced before the Magistrate.

There was only a poor attendance at the second presentation of "Damaged Goods" by the Hewitt-Phillips Company at the Theatre Royal last evening. The Company close their present season to-night, when they will stage "Peg o' My Heart." Miss Doris Phillips appears in the same part.

NO RUPTURE BETWEEN ITALY AND THE ALLIES.

ITALIAN PREMIER'S OBJECT IN GOING TO ROME.

CZECHO-SLOVAKS OPEN OFFENSIVE AGAINST HUNGARY.

SINN FEIN ACTIVITIES IN SOUTH IRELAND.

MAY DAY RIOTING IN FRANCE.

LATEST CABLES.

THE PEACE TREATY. FINAL DRAFT COMPLETED.

Paris, May 20th.
The final drafting of the peace terms has been completed, and will be presented to the Germans on May 21st, at the Trianon Palace Hotel.

GERMAN ENVOYS RUDE AWAKENING.

Paris, May 20th.
A Havas message states:—The German envoys have arrived at Versailles. They were full of arrogance, and prepared to look up old acquaintances, but are now beginning to realise they belong to a branded nation.

BELGIUM'S DISSATISFACTION.

Paris, May 20th.
A Havas message states:—Dissatisfaction exists among Belgian circles with the Peace Conference, from a colonial point of view, because Germany takes her colonies to the United States, France, Britain, Italy and Japan but no mention is made of Belgium, which played a leading part in the conquest of former German colonies in Africa.

ITALY'S CLAIMS.

PROFESSOR ORLANDO MAY RETURN TO PARIS.

Paris, April 25th.
The Italian incident is in no way a rupture, but merely a suspension of Italian collaboration in the work of the Peace Conference. Possibly, Professor Orlando will be back for the opening negotiations with the German plenipotentiaries on May 1st or 2nd.

Peace Conference circles are of opinion that a friendly solution of the incident will be found.

Le Petit Parisien suggests that Professor Orlando is going to Rome to obtain Parliamentary endorsement of the proposed compromise, resulting from yesterday's discussions.

DEPARTURE OF ITALIAN DELEGATES.

Paris, April 24th.
Professor Orlando, Signor Barzilai, and General Diaz leave at eight this evening for Rome. Baron Sonnino leaves tomorrow. The fifth delegate, the Italian Ambassador, remains at his post. It was upon the urgent representation of Mr. Lloyd George that Professor Orlando attended the Council of Four this afternoon. The discussion at this Council was characterized by the greatest good-will.

Professor Orlando will submit the whole case to the Italian Parliament, and abide by its decision. It is expected that he will return to Paris to report to his colleagues after the debates in Parliament.

A FRENCH VIEW.

Paris, May 20th.
A Havas message states:—Paris circles state that the settlement of the Kiao Chau question is a relief, being a good augury for the return of the Italian Delegation.

The endorsement by the Peace Conference of Japan's claims militates in favour of Italy's claims to Fiume, as it has not been proved that Fiume is essential to the well-being of Jugoslavia.

HUNGARY AT WAR.

CZECHO-SLOVAK ARMY BEGINS OFFENSIVE.

Berlin, April 25th.
A telegram from Vienna states that the Czecho-Slovak offensive against the Hungarians has opened. A Czecho-Slovak Army of 150,000 is ready on the Hungarian frontier.

GERMANY.

INVITATION TO GERMAN-AUSTRIAN ACCEPTED.

COPENHAGEN, April 25th.
A telegram from Vienna states that the German-Austrian Government has accepted the German Government's invitation to send five members of the German-Austrian National Assembly to the Constitution Committee at Weimar.

EARLIER CABLES.

GENERAL VON EICHORN RESCUED.

Berlin, April 25th.
General von Eichorn was rescued by a crowd of workmen at Halberstadt after three hours' fighting. It is officially stated that 40 civilians were killed, and 114 injured, and that 10 soldiers were killed and 23 injured in the most recent disturbances at Dusseldorf.

LATEST CABLES.

COUNT WEKERLE.

Berlin, April 25th.
A telegram from Vienna states that Count Wekerle, the ex-Hungarian Premier, died in prison at Budapest. He was not murdered.

SCOURGE OF BOLSHIEVISM.

APPALLING STORIES OF WHOLESALE BUTCHERY.

Berlin, May 20th.
The Deutsche Tages Zeitung states that four thousand persons were recently shot or bayoneted at Moscow owing to disturbances among workmen, occasioned by hunger. It appears that at a mass meeting the people raised a cry of: "Away with Lenin and Trotsky and the 'Hunger Republic'!" whereupon the Red Guards drove the demonstrators into squares and butchered them.

EARLIER CABLES.

RUSSIA'S FLIGHT.

EPIDEMIC OF SMALL-POX IN RUSSIA.

Stockholm, April 25th.
A telegram from Petrograd states that 3,040 cases of small-pox occurred in Moscow last week.

LATEST CABLES.

BRITISH SAILORS IN PARIS.

EULOGISTIC FRENCH TRIBUTES.

Paris, April 25th.
There was a demonstration in honour of the British navy at Sorbonne at which M. Pichon and M. Leygues (the Minister of Marine) presided.

Admiral Beatty and the other chief visiting naval men were the guests of honour, and distinguished politicians and diplomats were also present.

THE LATE KING EDWARD THE PEACE-MAKER.

M. Pichon, eulogistically, paid a tribute of friendship to King Edward. He said that the present celebrations of victory were the direct outcome of his late Majesty's labours in cementing the Anglo-French alliance.

France was not only honouring the incomparable Navy but also honouring Britain's Army, her Government, and her Dominions and Colonies. They were determined to maintain the present Anglo-French collaboration for all time, because, without it, peace would remain at the mercy of that fickleness of fortune so often experienced.

SUBMARINE CRIMES MUST BE PUNISHED.

M. Leygues said that the successes of the Armies in France and Belgium, also in the East and in Africa, would have been impossible but for the protection of the Navy, which prevented the destruction of their ports and the devastation of the Dominions and Colonies. Moreover, the war would have lasted much longer without the naval blockade.

Continuing, he outlined the achievements of all branches of the Navy, none of which had ever failed to rise to every emergency. He said that the atrocious crimes of the enemy submarines must be punished.

RIVALS ON THE SEA NO LONGER.

Admiral Touchard eulogistically reviewed the achievements of the British sailors in every ocean. He concluded by saying:—"We have disputed with you the empire of the sea. We shall no longer be your rivals, except in works of peace. Thousands and thousands of your sons sleep their last sleep under the soil of France. All honour and reverent remembrance to those glorious dead!"

DEPARTURE FOR CHERBOURG AND BREST.

Paris, April 25th.

The British warrant officers and sailors, after an entertainment and a farewell dinner, left for Cherbourg and Brest today.

THE RECENT FRENCH STRIKES.

RETURN TO NORMAL CONDITIONS.

Paris, May 20th.
A Havas message states:—Work was resumed under normal conditions yesterday throughout France. Paris has regained its every-day aspect. Business has been resumed in usual everywhere, save in the dress-making establishments, where the strike still prevails.

MAY DAY RIOTING IN PARIS.

FOUR HUNDRED AND TWENTY-EIGHT POLICE INJURED.

Paris, May 20th.
A Havas message states:—Four hundred and twenty-eight members of the Police have been injured in Paris during the May Day rioting. Many demonstrators were not French citizens.

"ANZAC DAY" IN LONDON.

TRIUMPHAL MARCH OF AUSTRALIAN TROOPS.

London, April 25th.
In beautiful spring-time weather, 5,000 Australian troops, under the command of Lieut. General Sir John Monash, celebrated "Anzac Day" by a march through the main West End city thoroughfares. The smart and trim appearance of the Dominion troops evoked the admiration of the great crowds which assembled to demonstrate the Mother-country's feelings of admiration and gratitude to Overseas troops.

The Prince of Wales, representing the King, took the salute outside Australia House, the Commonwealth's imposing administrative headquarters in the Strand.

The building was specially decorated with numerous scrolls, recording the actions in which the Australians gloriously participated. The windows were filled with numerous wounded Anzacs, who heartily cheered their marching comrades. A squadron of large aeroplanes escorted the troops, who were subsequently entertained to luncheon and attended special theatrical performances.

THE "EMPERATOR."

TO BE SURRENDERED TO ENGLAND.

Berlin, April 25th.
The Berliner Tageblatt says that the steamer Emperor, the largest steamer in the world before the war, is going to England, to be surrendered.

SIR ERIC GEDDES.

NOT APPOINTED A CABINET MEMBER.

London, April 25th.
Renter learns that the report that Sir Eric Geddes has been appointed a member of the War Cabinet is inaccurate. He attends the Cabinet under an agreement operating during the past four months. No increase in the number of Cabinet Members is contemplated.

BRITAIN'S POST-WAR ARMY.

A COMMISSION ON UNIFORMS.

London, April 25th.
A Committee has been appointed, headed by Sir Archibald Murray, to enquire into the question of uniforms for the post-war Army.

SINN FEIN ACTIVITIES.

POLICE DISCOVERY AT CORK.

London, April 30th.
The Police have discovered at Cork premises containing over two hundred bombs, believed to be a Sinn Fein depot.

EARLIER CABLES.

THE SILVER MARKET.

London, May 4th.
Silver is quoted at 48 11-16d. The market is quiet.

FAR EASTERN CABLE NEWS.

(FROM OUR OWN CORRESPONDENT.)

STUDENTS' DEMONSTRATIONS IN PEKING.

MINISTERS INJURED.

PEKING, May 20th.

Yesterday's attack on Tiao Ju-lin's residence was more serious than at first reported.

Tiao Ju-lin escaped by jumping out of the window. His leg was broken by the fall and he was taken in a motor to a hotel.

Chang Tsung-hsiang, the late Minister at Tokyo was so badly handled by the crowd that he had to be taken to the hospital.

Tiao Ju-lin's papers were placed in a car for deposit in a friend's house, and members of his family boarded General Wu Ping-hsiang's car. Both cars were stopped in the Legation quarter for driving at excessive speed. The chauffeurs were arrested and General Wu's armed escort was disbanded.

PEKING, May 20th.

Tiao Ju-lin, Lu Chang-yu and other relatives departed for Tientsin at 5 o'clock this morning in two special trains.

The students have declined to attend the classes at the University and Higher Schools unless the ten arrested students be released. The President's good offices are being enlisted.

Excitement prevails in the city.

FAREWELL TO THE PORTUGUESE MINISTER.

The Portuguese Minister departed from Peking this morning for Portugal. He was seen off by the Representatives of the Allied Legations.

BOLSHIEVISM IN ENGLAND.

LABOUR'S WARNING.

Mr. H. W. Lee, editor of Justice, and a well-known Socialist, has issued a pamphlet entitled "Bolshevism: A Curse and Danger to the Workers," in which he warns British working men against the dangerous teachings of the Bolsheviks. Mr. Lee points to the present unauthorised strike ebullience in this country, "in which (he says) the presence of Russian Bolsheviks is to be noted. This is all in accordance with the Bolshevik plan of world revolution, for which Russia are being plentifully furnished; mainly through agents in Sweden. The prevailing idea is to pull down bourgeois society, no matter what the consequences."

But with the destruction of the state in these islands would go the trade unions built up by years of solid labour and sacrifice, the co-operative societies, just now beginning to take a wider outlook on things than mere "divi" hunting, and the democratic political institutions of which the people can make far more use than they do when they choose to exercise their intelligence and bestir their energies. The control of a few engineering workshops by shop stewards, puffed out with vanity and a little brief authority, will not provide the food necessary to feed the people of these islands. We have, too, an indication of the spirit of liberty with which they are animated in the masked picketing at Glasgow, not against blacklegs and non-unionists, but against fellow trade unionists who refused to aid unauthorised strikes. I have said that these "down tools" outbursts are anti-Socialist. They are anti-Socialist because they are anarchical. They may pull down, but they cannot build up. We do not want further prejudice raised by hoodlums and looting. Nothing for the benefit of the people can possibly come out of what is now going on. All it will do will be to create prejudice against us by attempts to connect us with anarchical violence, to help reaction, and make even the majority of the working class ready to acquiesce in a mild military dictatorship as a lesser evil than Bolshevik tyranny and violence. And there are some British Generals who are popular, and who are not mere militarists.

Mr. Will Thorne, M.P., in a foreword to the pamphlet, says: "The leading men of the Bolshevik movement in this country are out for the overthrow of things as they are by physical force as soon as they have a good number of the rank and file of the wage-earners behind them. I want to warn the wage-earners—men and women of my own class—against being associated with such people, because I know that their tactics cannot remedy the economic and industrial injustices under which the first victims of Social Democratic education, scientific organisation in the trade union movement and by using political powers to that end. The methods adopted by the unauthorised shop stewards movement in the different parts of the country must be rigorously suppressed, and properly appointed shop stewards and works committees in all factories and workshops must be elected instead."

PROGRESS OF FLIGHT.

GREAT BRITAIN'S PREMIER POSITION.

(BY "THE DAILY TELEGRAPH'S" AVIATION CORRESPONDENT.)

Owing to the strict censorship that, rightly, was in operation in Great Britain during the war, and, since Armistice Day, owing to the reticence still observed in the country, and to the absence of it in certain other countries, an impression might easily be received that scientific development in connection with aeronautics has not been more rapid in Great Britain than in the United States or in France; rather less so, in fact. That impression, if it exists, is entirely wrong; in every technical department of aeroplanes and aerial navigation Great Britain leads the world. But the struggle for supremacy in a field of enterprise that promises such a big commercial future has begun, and we may expect not only that the scientists and engineers of other countries will exert themselves to the utmost, but also that their activities will be widely proclaimed.

Quite lately it has been asserted that the wireless telephone employed in aircraft owes its inception and its most useful development to America. It will probably surprise many people in this country to hear, what is nevertheless the fact, that the employment of wireless telephony between aeroplanes in the air, and between aeroplanes and ground stations, was primarily a British achievement. It was entirely the result of British research and experiment, although French and American experts have also done good work. More than a year ago it was in use in the field; and the apparatus employed was regarded as so important that pilots were urgently commanded to destroy it in the event of forced landings in enemy territory. The enemy, indeed, were trying by force and artifice to secure the secret. What that secret is, it were better, perhaps, not to publish even now, although there is no harm in mentioning that it is sometimes known as the "grid." Thus, there is the "French grid," and there is the "C.V. grid." But it is highly probable that even if the enemy had captured a specimen of the apparatus, with all their cleverness, they would have been unable to fathom the secret or to adapt it. By its means—and it is quite a small and portable instrument—conversation is possible over distances of more than twelve miles. For telegraphy, instead of actual spoken conversation, distances of more than 1,000 miles are covered; and there appears to be no terrestrial limit to its operation. Indeed, regarding only British developments in wireless telephony in aircraft, the possibilities of the near future are almost alarming. Its immediate application to the evolution of fleets of aircraft and to aerial navigation, is having a profound effect on the outlook.

BRITISH VERSATILITY. Coming to the aeroplane itself, British designs in every division are in advance of foreign ones, and we are the only Allies. Even the machines of France, although the work of the French Flying Service was above all praise, especially in the last year of the war, included no outstanding new types. Outside the Spad (a fighting scout) and the Bréguet (a two-seater fighter), neither of which saw much development in the last two years, the French produced nothing remarkable. Notoriously, we had the Germans beaten. Italy produced no machine superior to the British. The United States was using British machines; and even where these had to be adapted to an American engine, British designers made the necessary modifications. As regards France, the explanation may be that flying no longer makes the necessary appeal of novelty, and that our neighbours are looking out for the next new wonder, whatever it may be. One is glad, therefore, to welcome back Mr. Ernest Archdeacon, whose voice, so long unheard, has lately been raised to practical purposes.

As a small illustration of German inferiority may be mentioned the Junker two-seater "trench-strafers," which embodied the cardinal error of having two machine-guns pointing straight down through the bottom of the fuselage. Guns so fired from a machine travelling at high speed deposit single bullets many feet apart, with little or no effect. The machine-guns of a "trench-strafers" should be fixed to fire approximately in the direction of flight, in order to "rake" trenches, or troops, or transports in the roads. This is a fact that was immediately seen and acted upon by the British designers of this class of machine.

In the big multi-seaters employed for long-distance bombing, and now to be adapted to passenger-carrying, the British have all along had the best design, and the most numerous types. The Henri Farman two-engine type, which, perhaps, will be permitted to carry the first fare-paying passengers, across the Channel if it receives the official permission that has so far been denied to British companies, is a comparatively late comer. But in the much bigger machines, driven by four or five engines, the British have so far led the way.

THE ENGINE QUESTION. British aero-engines, again, are as good as any in the world. At the time when the co-operation of the United States was so greatly strengthening the resources and hopes of the Allies, an English writer declared that the Liberty engine was probably revolutionary aviation. This was a wild exaggeration, typical of too much that is perpetrated in connection with flying. The chief merit of the Liberty engine is its simplicity, and ease of manufacture in large quantities; its value depends upon an organisation for the rapid replacement of used-up engines by new ones. If the war had continued another year, no doubt the Liberty engine

(Continued at foot of next column.)

JUSTICE FOR GERMAN DOCTOR.

We are officially informed (says The Daily Telegraph) that the Government Committee on Treatment by the Enemy of British Prisoners of War has had its attention drawn to a report, published at the end of January, making allegations against a German surgeon of wanton operations upon a wounded English soldier.

The statement, said to be made on the authority of a surgeon at a London military hospital, was to the effect that a supper of the Royal Engineers named Roberts was wounded at La Transloy, and had his right hand amputated at the wrist by British doctors at Mons Hospital. Subsequently the Germans removed him to another hospital where a German medical professor, trying experiments on his arm, "sift the stump and tried to make the two ends of the bone of the forearm into two fingers of weird and terrible appearance." This, not proving successful, a piece of flesh, it was said, was cut from Roberts' abdomen, and an attempt was made to graft it on to the mutilated stump, so as to form a sort of third finger. The account added that what might have been a useful stump of the arm had been rendered useless by German experiments.

The surgeon referred to was Professor Muller, of Rostock University, and the Committee state that they have received letters from two British officers who put a totally different complexion on the matter. Captain E. N. R. Matland, R.A.M.C., referred to Professor Muller as a courteous gentleman, whose treatment of British prisoners of all ranks was extremely kind and gentle, and he described the operation performed on Roberts, which was a modern one which the latter's consent, as a modern one, had proved excellent on several occasions. Captain W. M. Christie, R.A.M.C., entirely confirmed these statements, described Professor Muller as a "kindly old gentleman," and said he was invited to be present at the operations, and satisfied himself that the operator did what he could.

The Committee adds it has frequently drawn attention to inexcusable suffering inflicted upon our unfortunate men, and felt it all the more important therefore that, as a bare act of justice to one whose conduct has been worthy of the greatest profession to which he belongs, the sentence made upon him should be publicly disclaimed.

would have been one of the bigger factors in the wholesale bombing of Germany that was intended. But, as regards the ordinary commercial uses of aircraft, it is not at present obvious that certain British engines do not surpass the Liberty, power for power, from every point of view, although most of them require more careful attention from the pilot. In the one detail of altitude-range, in which respect so much was claimed for the Liberty, it is sufficient to recall the British world's higher record, and to note that a British engine, and may be remarked that the American height record of a few months ago was made on a British machine, driven by a British-made engine of European design.

One may expect a fairly continual stream of rumours and reports, concerning so new and arresting a subject as aeronautics; and the public should be on their guard against statements that are not properly authenticated. Many of these reports will be absurd on the face of them, as, for example, the report that the Air Board has obtained success with a silenced aeroplane engine. The Air Board has been defunct for nearly a year! But, considering that the Royal Flying Corps, as long ago as 1912, used silenced engines in aeroplanes, the report is by no means premature. There is no difficulty about "silencing" an aeroplane engine, provided there be any good reason justifying the slight loss of power and increase of weight. That it was not done generally during the war is proof that other considerations were more important. No doubt in passenger-carriers it will be done, but the "silencing" is not absolute; and there is the noise of the propellers, and the hum of the air through wires and struts.

ESSENTIALS FOR SUCCESS. In the far more important matter of structural soundness, and safety factor, British aircraft are acknowledged to be superior. In this respect, however, we must not be content with war standards, for both the Germans and the French, in their very practical way, sacrificed in the cause of lightness or of ready production (in the case of the Germans a shortage of essential materials had to be combated), everything that was not absolutely vital.

Great Britain has for long led the way in all that concerns the aids to aerial navigation and the scientific accessories to the art of flying. In all instruments—the compass, the airspeed indicator (the Germans actually never used the latter, at any rate, until last year) course finders, turn-indicators, and so on, we have nothing to fear by comparison even with France or Germany, although both countries preceded us by years in serious attention to ballooning and aviation.

British successes are plainly to be attributed to the stimulus of war and to the policy that led to the encouragement by the Government of private firms and inventors. In Germany there was far more State direction of aeroplane design than in England, although this led to economy of material, so much more necessary to the enemy than to us. The lesson remains, that if Great Britain is to retain her position—and she has far richer opportunities than any other country, if she cares to use them—private enterprise must continue to have full scope, and Government control and State manufacture must be limited to what is strictly necessary in the interests of public safety and comfort. (Daily Telegraph.)

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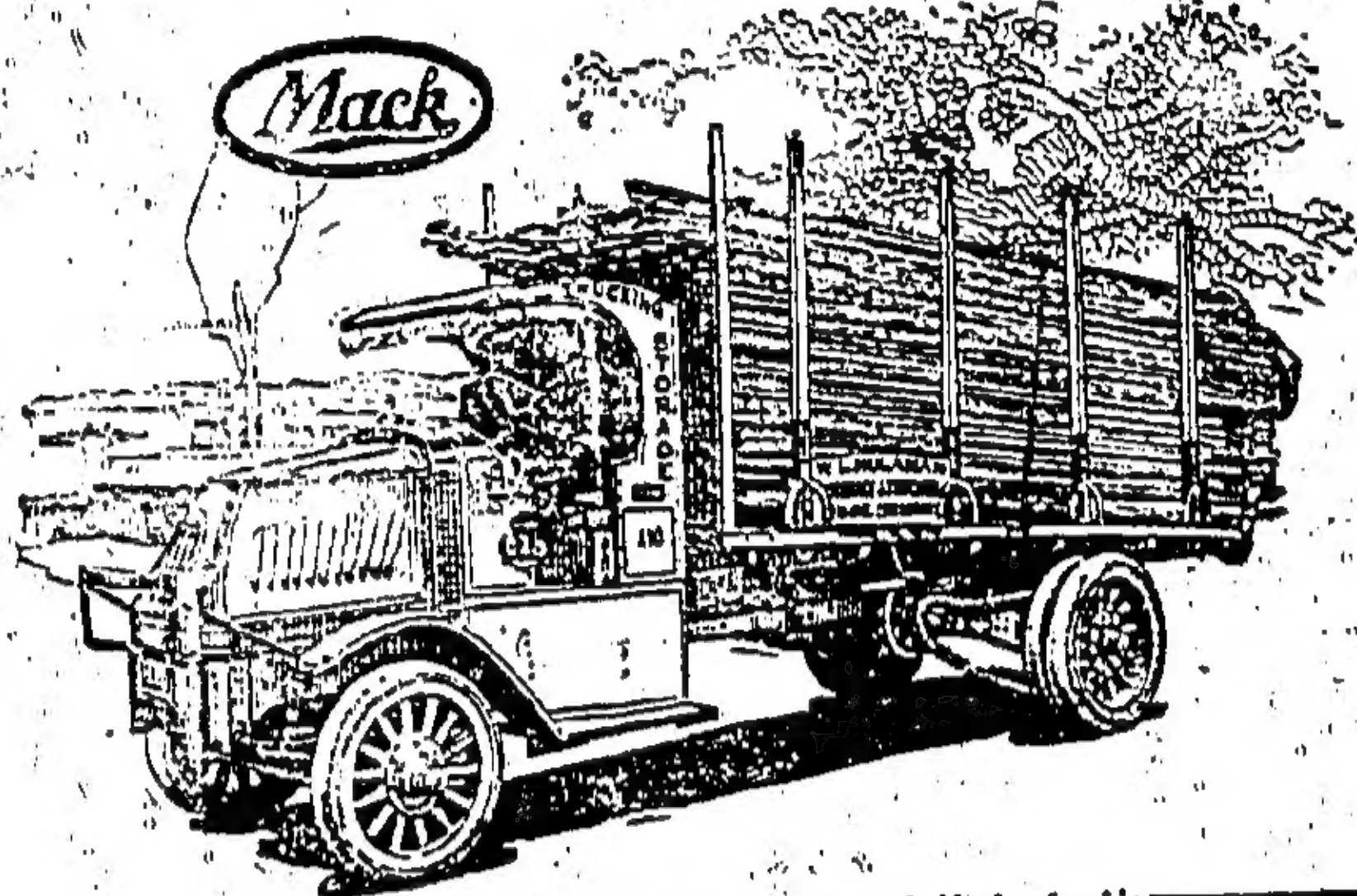
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LONDON, ENGL.

COMMONS AND THE
TRANSPORT BILL.
ORDER IN COUNCIL DROPPED.
FLIGHT OF THE RAILWAYS.

Is Nationalisation the sure? asked Sir Eric Geddes, after drawing a sombre picture of the semi-paralysed condition of transportation in Great Britain. The House waited eagerly for his answer. But when it came it was a disappointment. "I don't know," he said. And yet the big bill which he was explaining so lucidly means Nationalisation or nothing, as his eager critics promptly reminded him. "Why don't the Government come into the open?" asked Mr. George Balfour, who complained somewhat bitterly that the Minister's speech "revealed a very great political pressure in favour of Nationalisation." However, there was general relief when it was made plain that the idea of introducing Nationalisation by means of an Order-in-Council had been abandoned in deference to the House of Opposition which the proposal had excited. Sir Eric Geddes was in first-class speaking form. He was quite at his ease talking transport, and he talked it very well. For he had the subject at his finger-tips, and he knew what he wanted. "What is there to take?" he seemed to say. "I'll take it all." It was good to see a Minister in these days untroubled by doubts and sure of himself. The bow of Ulysses, the club of Hercules, the trident of Neptune, the lightning of Jove—Sir Eric Geddes is ready to take and wield them all. Railways, roads, canals, docks, bridges, ferries—he will brood over them, evolve order out of chaos, and bring them all back to a paying basis. Such was the promise of the master-builder yesterday, and he almost made the task look easy.

A HOPELESS POSITION.
It was simple enough to demonstrate the hopelessness of the railway position. That is past praying for, if a unified control is introduced. Take a few figures and statistics.

Before the war the railways earned 3.3 per cent. on their expended capital. They now show a loss of from 3 to 4 per cent.

The loss on their present working is £250,000 a day, or about £100,000,000 a year, and the State has to make good the deficit.

To make up that deficit by increasing the rates would mean an increase in goods rates of 70 to 80 per cent., which simply cannot be faced.

Their development has been retarded for some years by the shadow of Nationalisation. They are now physically ill-equipped.

It would take years to effect economies of even twenty millions, if there is no unified control.

These were startling facts, and they made the desired effect. Sir Eric Geddes passed on to show that without unified control the railways cannot be standardized throughout, and wasteful haulage cannot be eliminated. There are in existence 700,000 privately owned trucks, which the Minister means to purchase at once under this Bill, and at a stroke effect a saving of 20 per cent. in haulage.

Our finances cannot stand the old waste any longer. "We are no longer a rich country," rapped out Sir Eric, "but a poor one." We have henceforth to forego competition, private interests and local interests, and think only of the general and common interest. The old system was "colossal waste," and the Labour party danced merrily around it. Yet nationalisation obviously means one thing to Sir Eric Geddes and another to Mr. J. H. Thomas. The Minister pointed to his success in France, where he had acted as Minister of Transport to Sir Douglas Haig, and had controlled roads and canals, as well as railways.

"But you had unlimited money to spend," some members objected. "True," said Sir Eric, "but I was limited in my staff." The answer did not satisfy the sceptics. The Chestow and Cyprien ham revelations have come at an awkward moment for those who contend that Government control means greater efficiency than private control.

DOCKS, ROADS, AND CANALS.
So much for that aspect of the bill. Sir Eric next had to justify his demand for control over roads, canals, docks, etc. He evidently has but a poor opinion of light railways as a paying proposition, and holds that agricultural development will be helped rather than by building light railways, "which cannot exist by themselves," and as an important concession to the road users he promised that there should be a special Road Department of the Ministry.

Canals would require millions to bring them up to date; the State subsidy of £270,000 which they received in 1918 being more than their total income in 1905. To modernize what is known as the Birmingham Cross Canal system would cost thirty-eight millions, and the original expenditure was only nine. Evidently that is not a paying proposition when there are or ought to be—no millions to waste.

The dock and port authorities, which are in arms against the Bill, found a champion in Mr. T. P. O'Connor, who, speaking for Liverpool, called: "Hands off the docks!" "No, we must have them in," was Sir Eric Geddes' argument. Half the docks in the country are owned by the railways; half by local authorities. They are now approaching the Government with requests for permission to advance their rates. In Sir Eric's view, the Minister of Transport must have power to insist that improvements which he deems necessary are made at the docks, or else the transport system of the country cannot escape calamity.

Local interests, he argued, predominate too much in deciding questions of dock policy and expenditure; the docks, therefore, must come into the general scheme.

(Continued at foot of next column.)

ALLIES AND RUSSIA.
REMARKABLE EVIDENCE.
U. S. COLONEL'S STORY.

[FROM "THE DAILY TELEGRAPH'S" NEW YORK CORRESPONDENT.]

Colonel Raymond Robbins, the head of America's Red Cross Mission sent to Russia immediately following the overthrow of the Tsar, and who remained in Russia in that capacity until last June, gave remarkable evidence recently before the Senate Committee which is investigating Bolshevism. Previous witnesses had pictured Colonel Robbins as the defender of the Bolsheviks, and as the one man in all America who was absolutely trusted by Lenin and the other leaders of the Soviet Government. Colonel Robbins did say some kind words for the Bolsheviks, but denounced the movement as a menace to the whole world, and said that any man who agitated for the overthrow of the Government of the United States should be arrested, tried, and hanged. Lenin himself told him, said Colonel Robbins, that one of the ambitions of the Bolsheviks was the overthrow of the American form of Government, and the substitution for it of the rule of the proletariat, along lines such as prevail in Russia.

Colonel Robbins told how the Allies failed in Russia, and admitted that the beautiful American spirit led the Russians to quit. At the time unrest was greatly prevalent in Russia, and the people were weary of the heavy losses at the front, coupled with the distress at home. The Russian soldiers were told by the Allied propaganda that America had entered the war to help Russia win her freedom. The Russian soldiers were told, said Colonel Robbins, that America was sending 40,000,000 men to France, and that 20,000 aeroplanes were going from the United States, to help the Allies in the West. They were told that with America in the war the Allies would win in a week. When he heard all this good news the Russian soldier shook his head and said, "Well, if we are going to win in a week it is no use for us to keep on fighting. So we will just go home." And that was exactly what he did.

In the Russian mind the Allies were shakers in the common cause of Tsarism, and in perpetuating the old class rule and caste form of Government and administration, and while, during the great unrest, bread was necessary so also was education. The Allied representatives did what they could, and one patriotic American there, Colonel William B. Thompson, of New York, spent a million dollars of his own money to fight Bolshevism; but more money was needed, and the American Government, to whom application was made, did not respond promptly, and in the manner needed.

Colonel Robbins spoke of a heated conference of the Allied representatives, and paid a compliment to General Knox, representing Great Britain as a very able and patriotic officer. In the meantime, German agents were exploiting the situation in various ways. Trotsky and Lenin were anxious only for the spread of Bolshevism, and in the turmoil they could not prevent the Germans seizing a large number of powerful field-guns made in England and quantities of ammunition also from England, being sent from Ruma (Rumania) to Germany's Eastern (Western) front, where the guns were actually used against the British and American troops.

Colonel Robbins said they conferred for three hours and accomplished nothing. As to the American Mission to Russia, headed by Mr. Elihu Root, witness said that great statesman was sadly handicapped because the editorials printed in the United States by the Yellow Press reached Russia, and they described Mr. Root as the "Jackal of Wall Street," and the "beloved tool of private wealth."

The simple Russian peasants believed these calumnies. Colonel Robbins concluded by denouncing Bolshevism as a menace to the world, and favoured the strongest measures being adopted by the United States if anybody tried to plant Bolshevism here.

As for electricity, he argued that it would be a very remunerative proposition to electrify the main lines.

DURING THE NEXT TWO YEARS, And suppose the Bill is passed, how will the various interests be affected? The answer is as follows:—

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The present railway control will continue for two years. Then all the powers lapse.

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DOCKS AND HARBOURS.
The existing authorities will remain. But there will be a control, with power to order that this or that shall be done.

CANALS.
Removed from railway interest and placed under a commissioner.

A separate Road Department of the Ministry of Transport to be set up under general Maybury.

Summing up, Sir Eric Geddes strongly appealed to the House to rise above the petty jealousy of road and rail. He denied that the Bill was a "Railway Bill" designed for the benefit of "the Railway Octopus." It was a genuine Transportation Bill, framed to give the country for the first time a transportation policy and to set up a Transport Minister who should be held responsible for that policy.

The debate which followed was very mixed. Labour approved; business opinion was inclined to be sceptical. But the dropping of the obvious Order in Council proposal took nothing out of what would otherwise have been decidedly hostile criticism.

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MANILA, Cebu & ILOILO	"TAMING"	On 14th May, 3 P.M.
SHANGHAI	"SUNNING"	On 15th May, Noon.
SHANGHAI & TSINGTAO	"CHENAN"	On 18th May, 11 A.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	—	Capt. J. W. Evans	—	FRIDAY	9th May, at 2 P.M.
"HAIWAN"	—	Capt. A. H. Stewart	—	SUNDAY	11th May, at 10 A.M.

For Swatow Only

Arrivals and Departures from the Company's Wharf (near Elks Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers

PACIFIC MAIL S.S. CO.
U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUREST ROUTE.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

RR. "COLOMBIA"	—	—	May 11th, 1919.
RR. "VENEZUELA"	—	—	June 18th, 1919.
RR. "ECUADOR"	—	—	July 16th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Orphans, and the attendance on passengers cannot be overestimated.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICE, LTD.

For further information rates, literature, schedules, etc., apply to

Telephone 41 COMPANYS OFFICE in Alexander Buildings, Canton Road.

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NEURALIA	28th May, Noon.	Mid. June	June.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DILWARA	23rd May	11th June.

FOR

CALCUTTA VIA STRAITS & RANGOON.

ARRATOON APCAR and of May | — June

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI Only.
DILWARA	10th May Daylight.	
ARRATOON APCAR	15th May	

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22 Des Vaux Road Central, HONGKONG. Agents.

NIPPON YUSEN KAISHA.
(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	TAMBA MARU ... 12,510 Tons.	12th May, at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU ... 12,780 Tons.	24th May, at 11 A.M.
SHANGHAI, and KOBE	SHIDZUKA MARU ... 12,520 Tons.	17th May, at Noon.
LONDON via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU ... 12,300 Tons.	31st May, at Noon.
MELBOURNE via MANILA, ZAMBOANGA, THURBURN, TOWNSVILLE, BRISBANE & SYDNEY	AKI MARU ... 12,200 Tons.	31st May, at 11 A.M.
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL	TATSUNO MARU ... 14,930 Tons.	27th May.
BOMBAY via SINGAPORE, MALACCA & COLOMBO	KAIFUKU MARU	Mon., 13th May.
CALCUTTA via SINGAPORE, PENANG and RANGOON	TENZAN MARU	Middle May.

§ Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Operated by the magnificent and speedily equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 10,000 tons displacement.

Next Sailing from Hongkong.

1. FUSHIMI MARU ... 21,020 Tons. ... Sun., 22nd June, at 11 A.M.
† Omitting Manila, Hongkong.

For further information apply to

NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

Telephone 268 and 267

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU,
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
SHINYU MARU	23,000	May 23rd.
SIBERIA MARU	20,000	May 24th, From YOKOHAMA.
PERSIA MARU	9,000	June 18th.
KOREA MARU	20,000	June 16th.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, RAJBOA, CALLAO, ARICA and IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
KIYO MARU	17,300	July, 12th
SHIYO MARU	14,000	Nov. 4th.

These are interchangeable with the CANADIAN PACIFIC OCEAN SERVICE, LTD. and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER,
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"NERA" ... 10,000	On or about 12th June
MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUEBOUT, SUEZ, PORT SAID	"PAUL LECAT" ... 20,000	On or about 13th May

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET,
Acting Agent,
Queen's Building.

Telephone 740.

O. S. K.
OSAKA SHOSHEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.	"AMUR MARU" ...	Tuesday, 20th May.
"INDES MARU" ...	"AMUR MARU" call Marseilles.	Monday, 2nd June
GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.	"KASADO MARU" ...	Sunday, 11th May.
BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN and CAPE TOWN via SINGAPORE.	"HAWAII MARU" ...	Saturday, 16th June.
BOMBAY COLOMBO—Regular fortnightly service via Singapore.	"KASADO MARU" ...	Sunday, 11th May.
SAIGON BANGKOK, SINGAPORE—Regular Monthly service.	"SHISEN MARU" ...	Sunday, 11th May.
SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.	"NANKIN MARU" ...	Sunday, 10th June.
VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.	"AFRICA MARU" ...	Thursday, 22nd May.
HAIPHONG—Three times a Month service.	"DAITOKU MARU" ...	Friday, 9th May.
JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.	"KOFUKU MARU" ...	Sunday, 11th May.
KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.		
For TAKAO via SWATOW and AMOY.	"BOHUKU MARU" ...	Thursday, 8th May, at 9 A.M.
For KEELUNG via SWATOW and AMOY.	"AMAKUSA MARU" ...	Sunday, 11th May, at 10 A.M.

For sailing dates and further particulars please apply to—
K. YAMASAKI,
Manager,
No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry) "CHINA" (10,500 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.
"NANKING" June 18th, 1919. "CHINA" July 2nd, 1919.

[An unsurpassed high-class passenger service.]

O. H. BURT, Freight and Passenger Agent,
1st Floor, Queen's Building. Tel. 1243.

